

PART 9 UMSTEAD DISTRICT PLAN

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MAPS

Background

Orientation

The Umstead Planning District is bounded on the north and west by the Durham-Wake County line and the Falls Lake Basin; on the east by Westgate and Ebenezer Church Roads; and on the south by the southern and western boundaries of Umstead State Park, the northern boundary of Raleigh-Durham International Airport, and the city limit line running west from Globe Road to the county line. The total area of the district is 11,833 acres or approximately 18.5 square miles. The major roadways now serving the area are U. S. 70, which forms a corridor between Raleigh and Durham, and a portion of I-540 connecting U. S. 70 to I-40. Other major features of the Umstead District include William B. Umstead State Park in the southern portion of the district and adjacent Raleigh-Durham International Airport.

Existing Land Use and Zoning

The two predominate types of land use in the Umstead District are recreation/parks and vacant land. William B. Umstead Park, located in the southern portion of the district, is over 5,000 acres and comprises almost 44 percent of the total land in the district. There are over 4,000 vacant acres in the district. Residential uses occupy 966 acres or 8 percent of the total, with other land uses constituting less than 3 percent each of the total.

Population and Employment Projections

In 1991 this district had a population of 1,273 persons or less than 1 percent of the Raleigh total population. By 1996 the district had grown to 3,765, and was still the least populous planning district. By 1998, population increased to 4,844, making it the tenth most populous district. In 1995 there were 7,644 jobs in the Umstead District; 2 percent are office, 2 percent highway retail, 10 percent retail, 26 percent service, and 60 percent industrial.

Systems Plans

Transportation

The Northern Wake Expressway, or I-540, will provide east-west circulation for northern Wake County. An extensive network of major roadways will make this area the transportation center of the region. This network will include widening and other improvements to U. S. 70; improvements to Leesville Road between Lynn Road extension and the extension of T. W. Alexander Drive. The western end of Leesville Road is to be a major thoroughfare tied to a direct flow of traffic from New Leesville Boulevard on the east and to Angier Avenue on the west. Other new thoroughfares include the Airport to Durham Connector; the Durham Eastern Outer Loop and T. W. Alexander Drive and Skyland Drive north of U. S. 70; and the continuation of A. C. C. Boulevard. Westgate Road is to be extended westward into the Airport Assemblage property. These roadways will have landscaped medians: the Airport to Durham Connector, the Westgate Road extension, T. W. Alexander Drive north of U. S. 70, Skyland Drive, the Durham Loop Connector and the unbuilt portion of Ebenezer Church Road. The proposed Northern Wake Expressway and Old Leesville Road Extension will intersect with the Durham Loop Connector about 1,500 feet apart. The possibility of providing a double interchange here, rather than using an on-grade intersection, should be studied. Ebenezer Church Road adjacent to Umstead Park is a Sensitive Area Minor Thoroughfare.

The use of the median of U. S. 70 for future transit service should also be considered. A portion of the Regional Rail Transit line traverses the Triangle Regional Center, with proposed stops there and at the airport. Pedestrian access between buildings or developments is especially important in the Umstead District because the many creeks and grade changes tend to segment the pedestrian circulation system.

Water/Wastewater

City water extension plans provide for phased construction of major lines, water tanks and pump stations to serve the Umstead District. A system of 30", 24", 16", and 12" water distribution lines are planned for virtually all of the major roads in the district. The existing wastewater force main and sewers which follow along Aviation Parkway and U. S. 70 to Turkey Creek adequately serve this district.

Parks, Recreation and Greenways

Umstead State Park should provide a portion of the district's recreational needs, but it is primarily a state park serving non-local needs. One additional community park is proposed within the Umstead District. Two additional neighborhood parks are also indicated. For more information, see the Parks, Recreation and Greenways Plan, Chapter 4 of the Comprehensive Plan.

Urban Form and Land Use

Much of this district is in Triangle Regional Center, which stretches from Research Triangle Park to beyond the Airport. This area will provide growth opportunities for transportation, travel related businesses, manufacturing, commerce and office uses. Large scale, high intensity development is proposed in order to make efficient use of the transportation system and available land in this strategic location. Mixed uses, high density residential uses and other uses which have regional emphasis are encouraged. A regional intensity area, city focus area, three

community focus areas and three neighborhood focus areas are included within the Umstead District. All but one of the major focus areas is located in the regional center. Due to the existing low density, residential pattern and the nonresidential uses planned for the regional center, there is a large, crescent-shaped area along the district's eastern boundary designated as low to medium density residential. Higher densities should be located where they form a land use transition to the regional center and other nonresidential uses.

Umstead State Park

The natural environment of Umstead State Park needs to be preserved to provide badly needed open space in the region. Impacts from the airport and surrounding land uses will continue to affect the park. These impacts should be dealt with through collective planning between Raleigh, Durham, Wake County, Durham County, Cary, Morrisville, Research Triangle Park, Umstead State Park and the Raleigh-Durham International Airport Authority. To protect Umstead State Park and the adjacent low intensity uses, new development in this portion of the district, particularly south of U. S. 70, should be low intensity. The Metro Park overlay zoning district enforces this concept. The residential area around the park shall be served by well and septic systems except for the areas east of Ebenezer Church Road in the Richland Creek basin, and west of Duraleigh Road. Up to seven dwellings per acre could be allowed in these sewerable areas. The State Department of Environmental Health and Natural Resources should provide an updated development plan for the park to include consideration of park entrances and wildlife protection. A study of the practical application of regional, permanent wet pond or ponds on Sycamore Creek is recommended in order to provide protection for Umstead Park's lakes and streams from sedimentation and urban pollutants. Special attention should be directed towards locating a wet pond south of U. S. 70 to control and filter stormwater from existing office development in this area.

Raleigh Durham International Airport

Airport expansion is important to the region's growth; however, the increased activity can also have detrimental effects on the surrounding area, much of which is in Raleigh's Umstead and Northwest Districts. The Airport Overlay zoning district, which prohibits new housing in much of the area includes areas of high noise levels. The underlying zoning should form transitions between residential uses and those allowed in Thoroughfare District and Industrial zoning. A public noise disclosure policy should be considered for all of the surrounding residential communities.

Planning for a Portion of Durham County

The City of Raleigh, Wake County, Durham County and the City of Durham should seek agreements to provide urban services to that portion of Durham County that drains into Raleigh's present jurisdiction. The area includes approximately 2,350 acres and drains toward U. S. 70 where urban services provided by the City of Raleigh are available. Raleigh and Durham should respect each other's extraterritorial jurisdiction and areas of future jurisdictional expansion once these areas have been agreed upon. The services of one municipality should not be extended into the territory of the other. This plan describes land use and the transportation, parks, water and sewer systems that could be applied if all or a portion of this area became a part of Raleigh's jurisdiction. Regional intensity office and residential uses with a community and neighborhood focus area, all as part of the Triangle Regional Center, are proposed for this area.

SMALL AREA PLANS

See Section 2 Small Area Plans for the Triangle Regional Center Plan.